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**The Daily Press.**

HONGKONG, JUNE 10TH, 1914.

The recent news that the Committee of Foreign Relations of the United States Senate had passed a resolution in favour of arbitration in connection with the Panama Canal tolls, is an indication that public feeling on the subject is still strong, though a later telegram informed us that it is doubted whether the Committee's resolution will obtain the necessary two-thirds majority in the Senate. The demand for arbitration, however, is not confined to opponents of President Wilson's policy. Prominent among its supporters is Senator Norris of Nebraska, who is opposed to exemption, and supported the passage of the House repeal measure five weeks ago, but with an amendment expressly stating the United States waived no rights thereby, but called upon President Wilson to invite Great Britain to arbitrate the dispute as to the right of the United States to discriminate in favour of its own vessels. That would be a simple matter of interpretation of the HAY-PANAMA Treaty, but the subject is being again and again discussed in the United States altogether apart from the Treaty engagement. The exemption of coastwise vessels from tolls, Senator Norris contended, amounted to nothing less than a subsidy to a class of vessels already enjoying a monopoly and not deserving it nearly as much as American vessels engaged in the foreign trade and competing with all the ships of the world.

He argued that the exemption would not benefit the shipper or consumer, because the difference in the cost of transportation by railroad and water was so great—38 per cent—that the exemption would not affect the water rate. He insisted that the Government had no more right to pay the legitimate cost of transporting goods across the isthmus than it had to build a free railroad across the continent. Senator Norris criticised the position taken by Senator Lodge, that the United States has a right to discriminate in favour of its own vessels, but should surrender that right out of respect to the opinion of the civilized world. On the other hand, the Nebraska Senator said that to decline to arbitrate the question would be to reverse the pretences the United States has been making in the family of nations for years. Against the repeal of the discrimination in favour of American coastwise shipping some new arguments have recently been advanced. The San Francisco Chamber of Commerce in a published statement refers to an announcement that it is Japan's intention to subsidize at least one line of steamers from New York via the Panama Canal. "As the Japanese line from Yokohama to New York, via the Canal," says the statement issued by the San Francisco Chamber of Commerce, "is to be subsidized by the Japanese Government—and from all that can be learned this subsidy will be more than the toll—it would have the effect of placing Japan on an equal footing with San Francisco as to distance, thereby enabling the Japanese manufacturers with coolie labour to compete with Coast products, with the advantage to Japan of the difference in the cost of labour plus the duty. Inasmuch as Japanese steamships can be operated for half what American ships can, the probability is that Japan could manufacture goods, transport them to New York, pay the Canal duty, and then have an advantage over Pacific Coast manufacturers." From the Atlantic Coast comes the statement that Washington lumber dealers are receiving letters from lumbermen in British Columbia, in which attention is directed to the tremendous advantage the Canadian lumber mills will have over the mills on the American side of the boundary by the abrogation of free tolls. After stating that it is only a matter of a few years when the Middle and Eastern States will have to look to the Pacific Coast for the bulk of their lumber, one letter continues, "Do you know that with the opening of the Panama Canal with no free tolls for American coastwise ships, British Columbia will be able to deliver lumber on the Atlantic Coast at a much lower rate per thousand than the Pacific Coast State can do it?" This is all very interesting, but it ignores the point at issue, which is: Shall the United States repudiate a Treaty engagement? In his impressive Message to Congress last March President Wilson said: "Whatever may be our own differences of opinion concerning this much-debated measure and its meaning, it is not debated outside the United States. Everywhere else the language of the Treaty is given but one interpretation, and that interpretation precludes the exemption I am asking you to repeal. We consented to the Treaty and its language. We accepted it; we did not originate it, and we are too big and powerful, and too self-respecting a nation to interpret with too strained or refined a reading of words our own promises just because we have power enough to give us leave to read them as we please. The large thing to do is the only thing we can do—voluntary withdrawal from a position everywhere questioned and misunderstood. We ought to reserve our action without raising the question whether we are right or wrong, and so once more deserve our reputation for generosity and the redemption of every obligation without quibble or hesitation. I ask this of you in support of the foreign policy of the Administration. I shall not know how to deal with other matters of even greater delicacy and nearer consequences if you do not grant it to me in ungrudging measure." That support has been accorded the President, and it is unlikely that Congress will do anything now to stultify itself.

A charge of reckless driving preferred against the drivers of motor-cars 46 and 2 on the Praya East was remanded by the Magistrate yesterday.

The Government can no longer depend on "windfalls" from the opium revenue, says the *Calcutta Englishman*. The latest returns show that to the end of May, 1914, the income was Rs. 181,350 less than the estimate. The fact is that with the big stocks in Shanghai people are afraid to buy here. According to the agreement with China the whole trade is to come to an end in 1918.

Sir Richard Dane, the Chief Inspector of the Salt Gabelle, expects to go this month on ten weeks' leave in England. During his absence Herr von Strauss, the Deputy Chief Inspector, will act for him.

A Chinese living in the Fook Lee boarding-house in Connaught Road has complained to the police that some person has stolen from his bedroom at the boarding-house \$170 in money, a gold watch and chain, valued at \$100, and \$7 worth of clothing.

The President of the Chinese Republic has conferred the Order of the Excellent Crop (Chia Hoo) of the Third-Class upon Mr. F. W. Maza, Commissioner of Customs at Canton, and Mr. E. Gordon Lowder, Commissioner of Customs for Kowloon and District.

A Portuguese correspondent writes to say that the clerk Remedios, who is charged in connection with the alleged conspiracy to defraud the Hongkong and Shanghai Bank, is not a Portuguese, as stated in the headline of our report, but is of pure Chinese parentage.

A large quantity of Chinese porcelain and curios, just arrived from Shanghai, is announced for sale by public auction at Messrs. Hughes & Hough's sales rooms on Saturday and Monday next. Particulars will be found in a double-column advertisement appearing on page 4.

At a meeting of the shareholders in the Royal Aerated Waters Company, Ltd., held at St. George's Building, Hongkong, on Monday, it was resolved that the Company be wound up voluntarily under the provisions of the Companies' Ordinances. Mr. J. Hennessey Seth was appointed liquidator.

Inspector McDonald prosecuted a Chinese at the Magistracy yesterday for the larceny of a pair of boots from a shop in Queen's Road Central. The defendant apparently went to the shop, accompanied by two other men, and examined some boots, with the ostensible object of making a purchase. The men left without buying anything, and a District Watchman saw the defendant carrying something bulky under his jacket. He also noticed a piece of lace hanging down, and promptly stopped the man. It was then discovered that he had stolen the articles. Mr. Wood sentenced the defendant to six weeks' hard labour.

A case which arose out of the terms upon which an agreement as to passage home was cancelled or otherwise, has recently been decided in the Straits Court. Plaintiff, who was the employer, maintained that the employee was only to be allowed his passage home on the understanding that he was shortly to proceed to Europe, and was not before then to enter into any other employment in Singapore. Defendant admitted that he had not gone to Europe, and his Lordship found that when the passage money (\$424.25) was paid to the employee, he led the plaintiffs to believe that he was going to Europe. Judgment was given for plaintiffs for \$424.25 and costs.

## THE TIMBER-YARD FIRE.

The damage done to the Kwan On timber-yard by the fire on Monday night is estimated at \$8,000, which is covered by insurance for \$5,000 in the Kyodo Insurance Company, and for \$3,000 in the Nippon Yusen Insurance Company. The fire apparently started in the Man Hop scaffolding shed, not, as at first stated, in the Kwan On yard. The shed, which adjoins the timber-yard, was practically destroyed, the damage being put at \$5,000, which is not covered by insurance. The Hing Tai timber-yard was also burnt at the rear.

During the operations of the Fire Brigade Sergt. Fowler received a severe blow on the head from a branch pipe, and had to go to hospital.

## HONGKONG GYMKHANA CLUB.

The third gymkhana under the auspices of the Hongkong Gymkhana Club is fixed for July 11th. The draft programme is as follows:

- 1.—3.15 p.m. Gymkhana Stakes.
- 2.—Once Round Flat Race Handicap "B" Class. For all China ponies.
- 3.—Tent Pegging.
- 4.—Once Round Flat Race Handicap "A" Class. For all China ponies.
- 5.—Polo Pony Scurry.
- 6.—Ladies' Nomination. Bending Race open to members of the Gymkhana Club and to playing members of the Polo Club.
- 7.—One and a quarter mile Handicap. For all China ponies.

NOTE.—The Once Round Flat Race Handicap is for all China ponies, and the ponies entered will be divided into "A" and "B" Classes by the Handicapper, as before.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE "EMPERESS" DISASTER.

PREPARATIONS FOR RECOVERING THE DEAD.

MONTREAL, June 9th.  
A diver has begun the preliminary work in connection with the raising of the dead who are entombed in the *Empress of Ireland*. The bodies will be embalmed and taken to Quebec for identification. A corps of undertakers have been employed by the Canadian Pacific Company.

## THE SUFFRAGETTE CAMPAIGN.

LONDON, June 8th.  
The militants profess not to be alarmed at the Government's threatened action against the funds of the Union. They declare that many of the subscribers to the cause are connected with Cabinet Ministers, and that others have the most influential relatives. They also assert that the talk of action has given an impetus to the self-denial fund.

ELABORATE PRECAUTIONS AT A STATE BALL.  
Although the guests at to-night's State Ball belong to the Royal circle, the most elaborate precautions have been taken against Suffragette disturbances. A cordon of police will be outside and detectives inside, and there will be four inspections of tickets.

CHURCHYARD DESECRATED.  
Suffragettes have desecrated the churchyard at Rayne (Essex), by chipping the marble tombstones. They also damaged the wall of the church. The Vicar's wife had refused to attend a Suffragette meeting.

## TRADE OF BRITISH ISLES.

THE RECORD FOR MAY.

LONDON, June 8th.  
The import and export returns of the British Isles for May show decreases in imports of £2,176,029 and in exports of £1,807,072. The former decrease was principally in food, drink and tobacco, £1,399,089, and raw wool £246,005, while there was an increase in cotton of £11,071. The decreases in exports were among iron and steel manufactures, £770,570, and cotton-goods £233,100.

## THE LONDON FAILURES.

CANADIAN AGENCY, LTD., SUSPEND PAYMENT.

LONDON, June 9th.  
The Canadian Agency, Ltd., of which Mr. Arthur Grenfell is the chief shareholder, announces that it has suspended payment.

The failures have cleared the air, and it is believed that the Stock Exchange will not suffer appreciably.

## THE BUCKINGHAM PALACE.

"BURGLAR."

ACTED "OUT OF BRAVADO."

LONDON, June 8th.  
When the fitter named Pike, who broke into Buckingham Palace, was brought up at Bow Street, the prosecuting Counsel said that Pike appeared to be a respectable man who was guilty of a foolish prank. He had had domestic trouble and had also been drinking. Defendant admitted that he did the act out of bravado, to out-do the Suffragettes.

## COMMITTEE ON WIRELESS.

LONDON, June 9th.  
The Committee on Wireless recommends the Government to appoint a National Research Committee to co-ordinate the work of the Post Office, Admiralty and War Office with the Laboratory, etc., the Committee to be composed of twelve representing the various departments.

## CANADIAN FISHING SCHOONERS.

WRECKED.

TWENTY LIVES LOST.

QUEBEC, June 9th.  
Forty fishing schooners were wrecked and twenty lives lost during a sudden hurricane to the north of New Brunswick.

## THE PANAMA CANAL.

TESTING THE ELECTRIC TOWING LOCOMOTIVES.  
PANAMA, June 8th.  
The liner *Alliance* traversed the Gatun Locks and tested the electric towing locomotives. There was no hitch.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## BRITISH ENTERPRISE IN CHINA.

RESOURCES OF SZECHUAN TO BE DEVELOPED.

LONDON, June 9th.  
Reuter's Agency is informed that arrangements are about to be concluded between The Eastern Pioneer Company and two important British houses, whereby the resources of Szechuan will be developed with British capital. The group have the exclusive right of working, in conjunction with the Chinese, the vast oil, mineral and industrial resources of Szechuan.

## JAPANESE COMPETITION.

A DEFENCE OF UNEQUAL PRIVILEGES.

LONDON, June 9th.  
Replying to a complaint in *The Times*, to the effect that British vessels were rigorously excluded from Japanese coasting trade, whereas a Japanese Company had actually inaugurated a service between Calcutta and Rangoon, Sir Valentine Chirol, formerly director of the foreign department of the *Times*, points out that Japan is perfectly entitled to participate in the Indian coasting trade. While her competition was unwelcome to British companies, it may, from the standpoint of purely Indian interests, be beneficial. Referring to the prestige which a powerful Fleet confers upon a merchant flag, the writer says that Japan doubtless benefits to some extent by the practical withdrawal of the British Navy from the Far East, but we should remember that only our alliance with Japan had enabled us to reduce our powerful squadron in the Far East to a mere skeleton.

[Sir Valentine Chirol would seem to have missed the point of the complaint. It is not denied that the Japanese at the present moment are perfectly entitled to participate in the Indian coasting trade, but the question is whether the British Government should continue to allow it while Japan debars British ships from participating in the coasting trade of Japan. The argument by which Sir Valentine Chirol supports the present state of affairs may be used against him, for it can be said with equal force that while British or other foreign competition would be unwelcome to Japanese shipping companies, it might, from the standpoint of purely Japanese interests, be beneficial.—Ed.]

## AFFAIRS IN MEXICO.

A NEW CRISIS CREATED.

LONDON, June 8th.  
The situation at Tampico has created a new crisis which may wreck the efforts of the Peace Conference. President Huerta insists that the United States shall not interfere with the Federalists stopping ammunition reaching the rebels, inasmuch as the latter have refused an armistice. The Peace Delegates at Niagara Falls say that the outlook is black. Meanwhile, the United States warships at Tampico are dogging the Federal gunboats. The rebels are also erecting fortifications in the city, fearing a gunboat attack.

MEXICO CITY, June 9th.  
The Government have ordered the suspension of the blockade at Tampico, upon intimation that the Mediators at Niagara Falls are seeking to prevent the *Antilla* landing munitions.

JAPANESE MINISTER AND ATTACHE BELIEVED TO CAPTURED.

The *Daily Telegraph* has a report that the Japanese Minister and his Attache, who were returning from a visit to the cruiser *Izumo* at Manzanillo, are missing, and it is feared that they have been captured by the Revolutionists at Bayula, where the railway was broken.

The Mexican Government have made every effort to find them, and have sent troops from Guadalajara, reinforced by a flying column from the capital, but nothing has been heard from them.

## RUSSIAN HORSEMEN.

WIN KING EDWARD CUP AT OLYMPIA.

LONDON, June 9th.  
At the Horse Show at Olympia the jumping for the King Edward Cup resulted as follows:—1, Russia; 2, France; 3, Belgium; 4, England. The cup now becomes the property of the Russian horsemen, they having won the trophy three times. His Majesty King George presented the cup and congratulated the winners.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE KING AND THE SALVATION ARMY.

LONDON, June 8th.

"General" Booth, head of the Salvation Army, had an audience of His Majesty King George at Buckingham Palace in connection with the forthcoming Salvationist Congress.

The King said he had always admired the self-sacrificing toil of the Salvation Army Officers, and he gave "General" Booth a message for the Congress.

## FRENCH CABINET CRISIS.

LONDON, June 8th.

M. Ribot has accepted the task of forming a Cabinet. It is understood that he has secured the co-operation of M. Bourgeois, Secretary of Foreign Affairs, and M. Delcasse, Minister of Marine.

## AFFAIRS IN ALBANIA.

VIENNA, June 9th.

A telegram received from Durazzo states that the Government troops attacked and routed the insurgents near Tirana.

[DER OSTASIATISCHER LLOYD "SERVICE."]

## CHINA SERVICE.

CHINA AND JAPAN.

PEKING, June 9th.  
The Chinese Naval Commander at Shanghai has been ordered by the Peking Government to despatch at once a cruiser to the Chusan Islands, as Japanese merchant vessels are reported to be continually making surveys in the neighbourhood of Ningpo.

## EUROPEAN SERVICE.

REGATTA AT GRUENAU.

BERLIN, June 8th.  
At the great regatta at Gruenau on the river Spree, north of Berlin, the Mainzer Ruderverein won the Kaiser's prize for fours and the Association's prize for eights.

## GREEK EMIGRATION FROM ASIA MINOR.

BERLIN, June 8th.

The Greek inhabitants in Asia Minor have been forced to emigrate in large numbers. The Porte has despatched Talaat Bey to Asia Minor.

## THE OPIUM CONFERENCE.

BERLIN, June 8th.  
The international Opium Conference at The Hague will commence on June 15th. The Chinese Minister to Berlin will be present.

## RUSSIA'S BLACK SEA FLEET.

BERLIN, June 8th.  
The Financial Committee of the Duma have passed the vote for an increase of the Black Sea Fleet. It was represented that the Russian fleet there is smaller than the Turkish.

## H.A.L. STEAMER ASHORE.

BERLIN, June 8th.  
The Hamburg-America Linie's str. *Victoria Louise* got aground at Kuhlwaerder (Hamburg) for some time and leaked badly, but the danger of sinking was overcome.

## IMPENDING RETIREMENT OF AN ADMIRAL.

BERLIN, June 8th.  
Admiral v. Heeringen will soon retire from active service.

## THE RECENT ARRESTS AT DURAZZO.

BERLIN, June 8th.  
The discharge of several Dutch officers is intended, as a sequel to the release of the Italian officials who had been arrested at Durazzo.

## CHINESE AT DARJEELING.

The Chinese population of both Darjeeling and Kalimpong says a Darjeeling dispatch have lately increased in appreciable numbers, due to deserters from the ranks of the Chinese detachments, which were repatriated through British territory, who worked along the Tista Valley road and the Rankipong forest. They are now seeking employment in both towns. In the forest, soldier of all ranks are to be seen working as carpenters, their wages varying from eight annas to one rupee per diem. The military formalities are observed among them, the privates standing to attention when addressed by officers of superior rank. The result of the influx into Darjeeling is to be seen in the erection of a house which is nearing completion—just below Eden Sanitarium where the Chinamen upon the evening quietly indulging in a little gambling.



## ALLEGED MURDER ON LAMA ISLAND.

STONE JUNK'S CREW BEFORE THE MAGISTRATE.

The crew of a stone junk appeared before Mr. J. R. Wood at the Magistracy yesterday charged with the murder of a Chinese at Lau Shiu Shing village, Lama Island, on the 3rd June. The alleged murder was the sequel, the police stated, to a quarrel between villagers and the crew of the stone junk.

The crew, numbering five men, were represented by Mr. Leo d'Almada, and Inspector Gordon prosecuted.

Inspector Gordon informed His Worship that the first defendant was the father of the other four. All were engaged on a stone junk, owned by the father, and the junk was employed in conveying stone to the Breakwater at Yau-mat, for which a permit was possessed. On the 3rd June the crew sailed the junk to Lau Shiu Shing village, on Lama Island. They had been taking stone, and had commenced to load up when a number of villagers came down and said they had no business to take stone from that place. The junk people, however, took no notice, and continued their task. Only part of the junk's crew were ashore, the first defendant (the father of the other men) and two others of the crew being on the junk. The villagers were all on a promontory about 70 feet above the sea level, and 100 yards distant from the junk. Whether or not villagers threw stones at the junk's crew he could not prove, but apparently that was what took place. The old man shouted from the junk to the villagers, requesting them to stop, and then, it was alleged, he took up a gun, fired a shot, and killed the deceased, who was standing about eight feet from the edge of the cliff. The junk immediately sailed away, chase was given by the police, and eventually the junk was caught beyond Stonecutter's Island, and the crew arrested.

Dr. C. W. McKenny deposed that on the head of the deceased were two very lacerated wounds, a hole in the front of the head, and another at the back, through which parts of the brain were protruding. The wound at the back occupied a position practically opposite to that in the front. The brain was extensively injured, and the skull was fractured. The cause of death was the fractured skull. In his opinion some body passed through the head of the deceased from front to back. The body did not lodge in the head. The wound might have been caused by a soft-nosed bullet like the one produced.

In answer to Mr. d'Almada, Dr. McKenny said that if the deceased were standing with his head erect when wounded the wound would have a downward tendency. It was from left to right.

Mr. d'Almada—Assuming the deceased had been standing erect at the time, would it have been possible for that wound to have been inflicted by a person 70 feet below and 150 yards away? The wound could have been caused by a man standing below if the deceased's head was bent down, as if he were looking for something on the ground.

The case was remanded.

## THE DOG-MUZZLING REGULATIONS.

EUROPEAN FINED.

George Green, licensee of the Criterion Hotel, was charged at the Magistracy yesterday by Chief Inspector D. Gourlay with permitting his dog to be abroad without a muzzle.

According to the story of the Chief Inspector, at 7.30 p.m. on the 2nd inst. he was walking along by the Criterion Hotel when he saw a dog without a muzzle. It came up to the Chief Inspector, and he struck it with a stick. The muzzleless one then ran into the Hotel, the officer following it inside. Defendant then claimed the dog as his, and said he had taken off the muzzle that the dog might drink water.

The defendant said that he tied the dog up all day, and except at meal times the dog always wore a muzzle. He had taken the muzzle off a short time before the Inspector saw the dog. The animal did not bite anyone, neither did it bark.

The Chief Inspector said the regulations would have to be complied with, but he did not ask for a severe penalty in this case.

His Worship, after warning the defendant that he was liable to a fine of \$100, imposed a fine of \$5.

## THE EXTRAVAGANT SEX.

A correspondent of *The Times* says the following definition of man's economy and woman's economy is very true of both, and not very complimentary to either—

"A man will pay five shillings for a half-crown thing that he wants, and a woman will pay half-a-crown for a five-shilling thing that she does not want."

## HONGKONG SCHOOLBOYS KIDNAPPED.

FORTY DAYS WITH BRIGANDS!

We reproduce the following from the *Yellow Dragon* (Queen's College Magazine) as illustrating the conditions which still prevail in the neighbouring province:—

The following letter explains itself:—  
35, Bonham Strand, East,  
4th April, 1914.

The Head Master,  
Queen's College.

Dear Sir,—I beg to report that my nephew, Fung Yuen-hi (18215), of Class 4B, has been kidnapped for ransom by robbers, at my village, on the 6th inst. His whereabouts is not yet known. I hope you will kindly grant him leave of absence from school.

Yours obediently,  
Fung Yuen-hi.

Fung Yuen-hi was accordingly given leave of absence during such time as he was forcibly kept away.

Items A, B, & C are roughly translated: they are the dictated letter and the two sides of the envelope which contained it. The two documents marked D. All are authentic letter and translation.

A.—My Dear Mother,  
Most respectfully I beg to inform you that I was kidnapped by men on the night of the 11th of the current month. Now they ask for a sum of \$15,000 to be paid to them in European bank notes to pay my boarding expenses. Please send some one here to arrange terms with them within these ten days, for if no one comes within the above-mentioned time they will kill me. This is especially written for your information.

Your obedient son,  
Hi.

Sent on the night of 14th of 3rd moon of the year Káp-Yan.

B.—[Envelope (recto).]

FUNG SHUNG TAK-TONG,

1st Man Lane,

U Shek Fong (Village),

Hok Shán (District).

Sent by Fung Hi.

C.—[Envelope (verso).]

To be delivered at once on its arrival.

May the receiver's hands be fragrant.

It is most important not to have it lost.

D.—Mr. Fung KAM-SHING.

With reference to the personal interview of yesterday, the matter has been arranged by a friend. This price was fixed at \$5,000 to be paid in Hongkong notes. Please give me an answer within 5 days. If you fail to comply with my request the Mauser pistol will be used to shoot him. I hope you will not say that I am unkind.

LEUNG HOI of Tai Ping-Sha.

27th day of the 3rd Moon (22nd-April).

No comment is needed. The boy's guardian was furnished with two letters which it was thought might be of service to him in his efforts to secure the boy's release.

Fung's narrative is highly interesting. He reached Queen's College at 8.30 in the morning of the 18th May, to report his return; he looked sleek and unconcerned, and seemed to think lightly of his adventures. He says that he never at any time felt in danger of death, or even of injury at the hands of the robbers. It appears that on the night of April 6th (the 11th of the 3rd Chinese month), he was at home in the village of U-Shek, a hamlet of 20-30 houses in the Hok-Shán District. There was only one grown man on the premises, in addition to some 12 to 15 women, children and maid-servants. Between 11 and 12—

they retire early in the country—they were awakened by a band of some 20 armed men who forced an entrance. As Fung was the eldest son, he was seized, and when they found out by enquiry that his father was established in business in Penang, they decided to carry him away into the mountains for ransom. They left about 1 a.m. after having thoroughly ransacked the house, taking away with them three baskets of loot, the best of the clothes and all jewellery they could lay hands on. This they afterwards got rid of for \$127. Fung heard this fact while in captivity.

After a walk of about four hours, avoiding all habitations, they reached a remote hill-side village. Here they rested a day only moving away the next to another small village, where they stayed for over a week. They kept constantly shifting about, staying in no fewer than nine different localities. This shows that the robbers were kept on the alert and were being constantly harried and disturbed, possibly by the authorities. These removals always occurred at night, just before or just after midnight, when, in the country, no one is about. On such occasions, Fung was never accompanied by more than two robbers, sometimes by one only. He says he was never threatened nor ill-treated in any way, and always had enough to eat, taking his meals with the single captor left on guard. On the 21st of the 4th month (15 May), at daylight, he was going to be set free. He knew that something unusual was to happen, for he and his guard had eaten a basket meal between 4 and 5 that morning. When out of doors, he failed to recognize his surroundings. For about an hour the robber accompanied him till near a village on a river bank. The man then left Fung to his own devices. A steamer was moored alongside. Fung hurried on board, where he found some one he knew. At 2 p.m. the same day, after calling at several places, the vessel reached Canton. On the way down, he learned that after the visit of the robber, his mother and the whole family abandoned their village home, and went down with all speed to Canton. At 3 p.m. that day he was again among his own people, who, in this case, were quite unaware of his release, which apparently, was brought about owing to the failure of the bandits to secure any money. The long delay had worn them out, and the sale of the loot taken away at the actual time of capture evidently satisfying them for their trouble.—F. Y. H.

## RANSOMED FOR \$1,200.

Hung Kai-tsun (13,533) in class 4B, whose father is dead, and who is in charge of his uncle, Mr. Lo Pak-tung, of the Wing-Mau firm, Connaught Road, gives the following account of what caused him to be ten days late after the Tsing-Ming holidays:—

On the 7th April, from his village Kung Ch'ung in the district of Shun-Tak, in company with seven relatives and a coolie carrying food, sacrificial meats, etc.—nine in all—at 6 a.m., they set out for Fung Kong, a district of somewhat over two hours by boat, with a further walk up the mountain side of about half an hour. They were the only passengers on the boat. The boat people, when the little party disembarked, were told to await its return; they accordingly anchored to do so. The neighbourhood was exceedingly quiet, and gave no cause for suspicion. Arrived at the tomb where the worshippers was to take place, the usual preparations were at once begun.

Having worshipped, they then proceeded, on foot, for some twenty-five minutes to another tomb for further ceremonies. At this spot, there were other people also similarly engaged. As soon as all was ready and worshippers was about to begin, they were interrupted by a band of ten to twelve men, who seemed to collect suddenly from all sides. There were four, who wore long garments, and might have been respectable land owners—the leaders no doubt; the rest, in ordinary peasant attire, were their followers. All were young men of twenty-six to thirty-six years of age, and, without exception, armed with revolvers which were at once exhibited. Three—the best dressed of the party of nine—were surrounded, and were told, under threat of being at once shot down, to go along with them. The other six, terrified also by the show of loaded arms pointed at them, neither cried out nor ran off, but stood by mute. The ages of the three captured members were sixteen, twenty-four and thirty-two. Then, by mountain tracks that led them past, but not through, several villages, without a single halt either for rest or food, the bandits brought them after a journey of six or seven hours—for it was then getting dusk—to a mountain village of some twenty to thirty houses, one of which they entered. This house was on the outskirts of the village. The three were confined to a single room on the ground floor—such village dwellings rarely have upper rooms; the room was provided with but one bed. Neither food nor drink was given them that night; the place swarmed with mosquitoes and vermin, and under the circumstances it can easily be conceived that they got no rest whatever. They were, however, left with a light in the room. The first food they got was doled out to them about 9 a.m. next morning—rice, fish and vegetables, but not enough for their needs, for they had been without food then for at least twenty-four hours. Two robbers were apparently left in charge. No women folk of any kind were seen, either in attendance at the time or subsequently throughout their confinement. Immediately this meal was eaten, two other robbers appeared, one of them bringing native pens, paper and ink, and called on the prisoners to write letters at their dictation. The letters were practically identical, demanding \$5,000 each for ransom, otherwise they would be killed at the end of a week. Each day they had the two usual meals, morning and evening, with tea between times, but never enough. Water in abundance, no soap, and a single small towel were provided for them to wash their hands and faces. They had no change of clothing. Night and day, during the whole period, they were under strict guard; consequently, they never even thought of attempting escape. They were detained until the night of the 21st of April (fourteen days). As is usual, the robbers specified a place and time for the handing over of any ransom agreed upon. The Shun-Tak officials had been informed, but apparently were powerless to help, for in the end the sum of \$1,200 in Hongkong notes was arranged to be paid for the release of the three captives. On the 21st, Tuesday, at night, as near as they could judge, about 8 p.m.—for when first captured, they had been stripped of such trifles as watches, chains and jewellery—the two robbers informed them that they were to be released there and then. They took them to a boat, ran the river close by, and after a journey down stream of some two hours, accompanied always by two robbers, they were landed close to the village of Kung-Ch'ung, their own native place, and told to go home. The two robbers stayed in the boat and went back. The three, naturally, lost no time in making their way home, which they reached in about an hour. There they found that their arrival was expected, for the robbers had forewarned the family of their release. After having washed and partaken of a hearty meal, they went to bed. The following morning, Wednesday, 22nd April, they proceeded to Canton, by steam launch, getting there about midday. Here a petition, giving full details of their captivity and treatment, was written by an experienced petitioner, and forwarded to the authorities. This occupied several hours, in fact the whole afternoon. That night, they took boat for Hongkong, which was reached on Thursday. Thursday was occupied in buying a new outfit, and on Friday Hung Kai-tsun returned to School and reported his return ten days late.—H.K.T.

## SHIPPING NOTES.

A Brisbane message of the 26th ult. reported the British India Company's steamer *Waipara* badly ashore off Hannibal Island. Steamers were standing by. The *Waipara* is an emigrant ship. Up to May 26th, attempts to refloat her had failed.

The Singapore agencies of the Netherland Royal Mail Line and the Java-Bengal Line have from the 1st inst. been taken over from the Ship's Agency, Ltd., by the International Credit and Handelsvereeniging "Rotterdam." The last named company declares a dividend of 1½ per cent. for the year 1913.

The biggest steamer yet built for the P. & O. Company will come to Bombay early in December and will regularly be engaged in the service between Bombay and London. This is the *Kaiser* of 11,500 tons. The fittings of the *Kaiser* will embrace all the latest improvements for modern passenger steamers. The cabins will be nearly twice the size of those in the present P. & O. steamers. The berths will be arranged so that one berth does not lie over another.

A number of Japanese tramp steamers, mostly registered at Dairen, are now steadily increasing upon the Japan-North China services maintained exclusively by the O.S.K. and the N.Y.K. liners, says a Japanese contemporary. Goods destined to Tientsin, including cotton cloths and yarn, matches, etc., are now carried by tramp steamers, which offer comparatively low freights. In consequence, the two shipping companies have concerted decided to lower the steamer freights on the above-mentioned goods by about 10 per cent.

The Shanghai Tug and Lighter Co.'s tugboat *Victoria*, under the command of Captain Cornick, left Shanghai last week on a 2,700 miles voyage with the local built dredger *Shanghai* in tow for Macassar. The voyage is expected to take between 18 and 20 days, provided no bad weather is encountered, in which case the *Victoria* and her unwieldy tow may have to run for shelter. She will call at Manila for coal, after which it will be a direct run for her destination. This is one of the longest tows ever undertaken by a local tugboat, says the *Shanghai Mercury*, and the voyage will be watched with great interest.

## QUARANTINE IN JAPAN.

From the Colonial Secretary's Office we have received the following notes regarding the declaration against Hongkong as a plague infected port by the Government of Japan:—

All ships coming from Hongkong must remain in quarantine anchorage at the first port of call until ten days have elapsed from the time of leaving Hongkong, but subject to exemption on production of a certificate issued by the Consul-General for Japan upon either of the following conditions:—

1.—That the ship is perfectly clayed-tonised to the satisfaction of the Consul-General for Japan immediately before departure.

2.—The following should be strictly observed:—

(a) If the ship anchor alongside the wharf, proper equipment with ropes and gangway, etc., are to be made so as to prevent rats leaving the ship.

(b) Not to do night cargo work.

(c) To have proper supervision at the time of cargo working in order to prevent rats leaving the ship.

The ship not producing the certificate above mentioned is liable to be detained until ten days have elapsed from the time of leaving Hongkong or during such time as the authorities may deem necessary for the disinfection of the ship, when the lower crew, steerage passengers get ashore or embarked at Hongkong.

## AMERICAN CITIES.

The U.S. census bureau publishes a list of 60 American cities having a population of 100,000 or more. Among the most important (including the 12 reserve-bank cities) are:—

New York	5,333,537	4,768,883
Chicago	2,393,325	2,185,283
Philadelphia	1,857,810	1,649,098
St. Louis	734,967	627,032
Boston	733,892	670,659
Cleveland	639,431	580,683
Baltimore	579,590	558,485
Pittsburg	564,978	533,935
Detroit	537,950	465,766
Buffalo	484,112	423,715
San Francisco	448,502	416,919
Los Angeles	438,914	319,195
Milwaukee	417,054	373,857
Cincinnati	402,175	363,591
Newark, N. J.	389,106	347,459
New Orleans	381,221	339,079
Washington	353,378	331,099
Minneapolis	345,400	314,744
Seattle	313,029	237,194
Jersey City	293,921	267,770
Kansas City	281,911	248,361
Indianapolis	259,413	233,650
Portland, Ore.	250,601	207,214
Atlanta	179,292	154,839
Richmond	134,917	127,628
Dallas	111,986	92,104

## PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF

LARYNX, ACUTE AND CHRONIC BRONCHIAL

CATARRH, ASTHMA, &c., which has been recognised

unequally by the highest authorities. Also the AFFECTIONS

OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



## THE JAPANESE KNITTED GOODS.

DEVELOPMENT OF THE EXPORT TRADE.

The following is taken from the Journal of the Yokohama Chamber of Commerce (Japanese):—

The market for Japanese knitted goods abroad is being steadily extended, as is demonstrated by the following table, which shows the progress of the exportation of the goods during the past five years:—

	Volume dozen	Value yen	Rate of progress per cent.
1909	3,387,504	4,410,850	130
1910	5,438,328	6,876,122	150
1911	5,151,643	6,014,704	140
1912	6,120,731	8,685,892	21
1913	7,770,869	10,610,554	20

Before the war with Russia the figures stood at a little more than 1,500,000 yen. The best part of these exports are cotton shirts and stockings. Very little silk, woolen, or mixed goods are shipped, though there are tangible signs of steady increase.

Japanese knitted goods are in most request in British India. In China and the South Sea Islands still they have formidable rivals to contest the market with in the form of British or German goods, though they are steadily gaining ground.

The growing popularity of Japanese goods with the Indian or Chinese public is evidently accounted for by the fact that for their comparatively good quality they are cheap. Goods of intermediate grades or upwards are chiefly exported to China, while cotton goods of inferior quality are shipped to India and the South Sea Islands.

While Japan thus sends out her goods to China and British India, her receipts from Europe and America are by no means meagre. As the following figures which show the progress of import during the last five years demonstrate, the annual receipts range between 181,000 yen and 306,000 yen, although they have to pay import duties at 40 per cent. *ad valorem*.

	Volume dozen	Value yen	Rise or Fall per cent.
1909	28,382	181,263	
1910	31,556	220,013	+21
1911	35,613	300,201	+39
1912	40,240	170,516	-75
1913	24,602	203,502	+100

They are mainly supplied by England and Germany, being goods of superior quality.

In Japan the manufacture of this description of goods is a comparatively new industry. Before the war with China and Russia the industry was run on a very small scale and the annual output was insignificant. On the outbreak of these wars the demand for knitted goods suddenly increased and with it a complete change came over the industry. The expansion of the industry during the wars was so great that toward the end of the war the supply was seen to exceed the demand to a considerable degree despite the steady inflation of demand at home. In 1907, directly after the Russo-Japanese war, the inevitable result of this overstocking came and manufacturers generally fell into difficulties. This adversity proved a stroke of fortune for them in time.

Japanese knitted goods were sent abroad for the first time, in 1907. The original purpose of manufacturers was only the disposal of the accumulated stock. Once the exportation was started, the progress has been quite striking and now the Indian market is being monopolized by them. In the meanwhile the demand at home has been multiplied and a new encouragement has been given to the industry.

## JAPANESE COTTON IMPORT.

The Japanese cotton industry relies upon India, the United States, China and Egypt for its supply of raw materials, the greater part of the imported raw cotton coming from India and the United States. According to the investigations carried out by the Department of Agriculture and Commerce, the import of raw cotton during 1913 consisted of 6,702,181 bales, valued at 233,599,187 yen. Of the entire amount of the import Indian cotton accounted for over 58 per cent., while American cotton accounted for over 25 per cent. A classification, according to countries, is as follows:—

	Quantity Bales	Value Yen
India	4,084,478	143,021,172
American	1,720,082	64,290,945
Chinese	678,248	10,508,049
Egyptian	124,489	6,236,224
Other	277,904	8,598,907
Total	6,702,181	233,599,187

## JAPAN'S THREE LEADING SHIP-PING COMPANIES.

According to the Communications Department Japan's three leading shipping companies stood as demonstrated by the following figures at the end of the term just closed:—

	N.Y.K.	T.K.K.	O.S.K.
Tonnage of fleet	346,016	81,425	168,995
Number of ships	82	9	10
No. of voyages	262	1,026	
Total mileage covered by liners	1,923,024	185,761	

	Yen	Yen	Yen
Receipts from cargo	11,277,850	1,238,767	2,229,405
Receipts from passengers	2,276,190	1,374,650	199,869
Government subsidies	2,349,138	1,581,146	1,270,128
Shipbuilding encouragement grants	60,535		9,470

In his annual report, Mr. T. F. Claxton, Director of the Royal Observatory, gives a comparative table showing the rainfall at the Observatory, the Police Station, Tai-po, and the Botanical Gardens, Hongkong, which shows that at the Observatory 83,730 in. was recorded in the year, at Tai-po 96,34 in. and at the Botanical Gardens 92,43 in.

## THE PHILIPPINE INDEPENDENCE QUESTION.

WASHINGTON, June 6th.  
The following special cable appears in the Manila *Cable News*:—

Ex-President Taft, a former Governor-General of the Philippine Islands, Ex-Governor Osborn of Michigan and Bishop Oldham of the Methodist Episcopal Church have joined in a bitter assault on the provisions of the new Philippine Bill, which Congressman William A. Jones, Chairman of the House Committee on Insular Affairs, is to introduce in the House of Representatives.

Ex-President Taft is familiar with the conditions in the islands through his years of residence there, while Ex-Governor Osborn has recently returned from an extended tour through the Philippines. Bishop Oldham also claims to be qualified to speak on the Philippine situation, having been a frequent visitor in the islands on diocesan business.

President Wilson is now holding up the presentation of the Bill in Congress, insisting that there shall be no date for independence specified in the measure. The Jones Bill is regarded as an administration measure and will now probably not be presented in Congress until its provisions and conditions are approved by the President.

Public opinion, comments the *Ntraits Times*, does not protect public purity as it ought. Even in a place like Singapore, as snobbish as most, a man may do almost anything without losing his social position. If a man robs his fellows by reckless company promoting, or by shady share transactions he is far more likely to be admired than to be cut. If he can boast of a big banking account, nobody inquires very closely how it was created. There is, in fact, no crime so unforgivable as poverty, and a rich ruffian can go farther socially and in almost every way than a poor gentleman. We are getting vulgar and material.

## INTIMATIONS

CHS. J. GAUPP &amp; CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES. SILVER AND PRINCE'S PLATE.

Representative—MAPPIN &amp; WEBB, LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

B L WHISKIES (GOLD AND WHITE LABELS).

IN THE TROPICS IT IS ESSENTIAL TO DRINK A SOUND WHISKY. THE PURITY OF B L

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## NEW ADVERTISEMENTS

THE ROYAL AERATED WATERS MANUFACTORY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Office of Messrs. JAMES WICKES & COMPANY, 21, George Street, Hongkong, on MONDAY, the 22nd day of June, 1914, the following Extraordinary Resolutions were duly passed:

- That it has been proved to the satisfaction of the Company that the Company cannot, by reason of its liabilities, continue its business and that it is advisable to wind up same, and accordingly that the Company be wound up voluntarily under the provisions of the Companies Ordinance 1911 and 1913.
- That Mr. J. HENNESSY SETH be and is hereby appointed Liquidator for the purpose of such winding-up.

Hongkong, 9th day of June, 1914.  
J. OWEN HUGHES, Chairman.  
Witness to the signature of the Chairman.  
ANDREW FORBES.

## GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfers or in exchange for Sterling Bills drawn at 10 days or 3 months sight, at the rate of 100 to the pound, for the sum of £20,000, will be received by the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (WEDNESDAY), the 10th June, 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days or 3 months sight, and in the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tendering (for Bills) are hereby notified that having regard to the provisions of the Acts 22 Geo. III, Cap. 45 and 41 Geo. III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company.

J. O'HARA, Colonel, A.P.D.,  
Treasury Chest Officer.  
His Majesty's Treasury Office,  
Hongkong, 9th June, 1914.

## NOTICE TO CONSIGNEES.

## FROM EUROPE

## THE H.A.L. Steamship

"PREUSSEN".  
Captain H. Lübeck, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countermanded by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex.s.s. "Sienkiewitz" from Havre.  
Ex.s.s. "Brest" from St. Nazaire.  
Ex.s.s. "Jarl" from Abus.  
Ex.s.s. "Bismarck" from Bremen.  
Ex.s.s. "Jolo" from Bremen.

HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 9th June, 1914.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "TENYO MARU".  
FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 10th inst. at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 10th inst. at 5 P.M. will be subject to sale and landing charges.

All chafed and otherwise damaged Cargo to be left in the Godown, where they will be examined on the 10th inst. at 10 A.M.

All Claims must be filed on or before 23rd inst. otherwise they will not be recognized.  
S. MORIMOTO, Agent.  
Hongkong, 9th June, 1914.

## NEW ADVERTISEMENTS

## TO LET—FURNISHED

ATADENA, 148, BARKER ROAD, FRANK, from the Middle of June for the Summer Months.  
Apply to L. N. LEEFFE,  
Care of Messrs. JARDINE, MATHESON & CO. LTD.  
Hongkong, 10th June, 1914.

## HONGKONG CLUB.

## WANTED.

A DINING ROOM STEWARD, A EUROPEAN, to supervise generally the Service in the Dining Rooms. Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.

JAMES CRAIK,  
Secretary.

Hongkong, 8th June, 1914.

## IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

AND  
IN THE MATTER OF THE HONGKONG NAM HOTEL COMPANY, LIMITED  
(In Liquidation).

THE CREDITORS of the above-named Company are required on or before SATURDAY, the 27th day of June, 1914, to send their names and addresses, and particulars of their Debts or Claims, and the names and addresses of their Solicitors (if any), to the Undersigned, the Liquidator of the said Company; and further, if so required by Notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, AND NOTICE IS HEREBY GIVEN that in default thereof such Creditors will be excluded from the benefit of any distribution before such Debts are proved.

Dated at Hongkong this 5th day of May, 1914.  
J. HENNESSY SETH,  
Liquidator.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th to 29th instant, both days inclusive.  
JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, 5th June, 1914.

## NOTICE.

## REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.  
By Order of the Directors,  
GEORGE CURRY,  
Local Secretary.

## FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive Tenders for the purchase of the business of THE ROYAL AERATED WATERS MANUFACTORY COMPANY, LIMITED.  
Intending purchasers are required to deposit a sum of \$1,000.00 with the Undersigned when Tendering.

J. HENNESSY SETH,  
Receiver for the Debenture Holders.  
Hongkong, 5th June, 1914.

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.  
H. E. VICTOR,  
Manager,  
6, Des Voeux Road Central  
(First Floor).

Telephone No. 650.  
Hongkong, 15th May, 1914.

## TO LET

## TO LET.

NO. 20, BELLIOS TERRACE, newly painted and colourwashed.

ROOMS in Queen's Road Central. From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.

NO. 5, BEACONSFIELD ARCADE, Shop, No. 5, MOUNTAIN VIEW, Newly painted and colourwashed. From 1st April, 1914.

NO. 7, MOUNTAIN VIEW, No. 7, STEWART TERRACE, FRANK, No. 10, SHELLEY STREET.

To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon Unfurnished.

## FOR SALE.

"GLENSHIEL," 124, Barker Road, 5 ROOMS, close to Tram Station.

Apply to—LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings  
Hongkong, 6th June, 1914.

## TO LET.

PART of 1st FLOOR, 25, Des Voeux Road Central. Immediate Possession.

Also 1 MOTOR BOAT for Sale.  
Apply—  
DRAGON CYCLE CO.  
Hongkong, 30th May, 1914.

## TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 43, with Wharf.

FLAT in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings.  
Hongkong, 19th May, 1914.

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.



Go To Bed  
Happy. Get Up Happy.  
Wear a  
Loose-Fitting  
B. V. D.  
(Trade Mark)  
Short Sleeve, Knee  
Length Sleeping Suit.  
Made from thin, cool fabric that lets the air through. Cut on full free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN  
B. V. D.  
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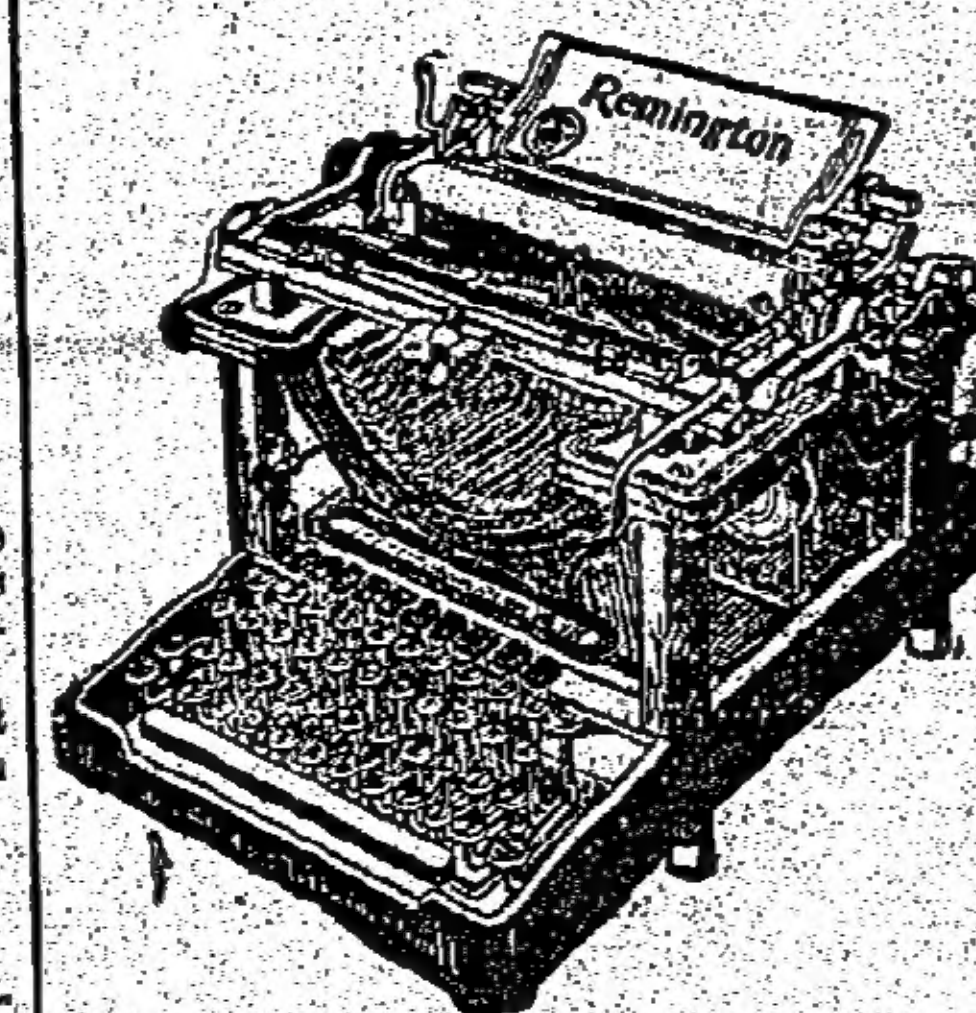
\$2.75 AND \$4.75 PER SUIT.

B. V. D.  
VESTS  
AND  
DRAWERS  
\$1.25 AND \$2.50 EACH.

## MORLEY'S SILK AND WOOL UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR GENTLEMEN WHO CANNOT WEAR COTTON.

## LANE, CRAWFORD &amp; Co.



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Hongkong, Canton, South China and Formosa

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## HAVE YOU USED KAMINIA OIL?

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## THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

## TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Tse Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,  
Bombay, India.

## TO LET

## TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—STEPHENS & WILLSON  
Hongkong, 11th December, 1913.

## TO LET.

From 1st May, 1914.

NO. 104, THE PEAK, FURNISHED.

Apply to—S. J. DAVID & Co.,  
Princes Buildings  
Hongkong, 7th February, 1914.

## TO LET.

From 1st July, 1914.

IN CANTON on SHAMEN LOT 55.

The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—DAVID SASSOON & Co., Ltd.,  
Hongkong.  
Hongkong, 7th May, 1914.

## NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$5. 57 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914.

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ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Fire Iron and Foundry Castings. General Storekeepers and Ship Chandlery. Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market).

Telephone No. 515.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on SATURDAY AND MONDAY, THE 13TH AND 15TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT THEIR SALES ROOMS, No. 8, DES VOEUX ROAD, CORNER OF ICE HOUSE STREET,

A LARGE QUANTITY OF CHINESE PORCELAIN AND CURIOS. JUST ARRIVED FROM SHANGHAI.

Comprising:—CHINESE PORCELAIN of every description, BRASSES, BRONZES, &c., &c. of the SUNG, MING, KANGHI, YUNGCHING, KIENLUNG and TOWKWONG DYNASTIES.

Also A Number of VALUABLE CHINESE PAINTINGS and ENGRAVINGS, EMBROIDERIES, JADESTONE ORNAMENTS, OLD PEKINESE LACQUERED WARE, AMBER BEADS, IVORIES, &c., &c.

(Full Particulars and Condition of Sale from Catalogue.)

On View FRIDAY, 12th inst. The Undersigned have been authorised to refund purchase money if not found as specified within one week.

HUGHES & HOUGH, Auctioneers,  
Hongkong, 10th June, 1914.

## AUCTION

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of June, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

No. of Bids.		Boundary Measurements (Approximate).		Contents in Acres, Roods and Perches.		Area in Acres, Roods and Perches.	
Lot No.	Locality.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1	Lot 1, Kennedy Road, adjacent to the road and the land of the Government.	100	100	100	100	100	100
2	Lot 2, Kennedy Road, adjacent to the road and the land of the Government.	100	100	100	100	100	100

Hongkong, 8th June, 1914.

## BANKS

## THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000  
Subscribed ... 1,125,000  
Paid-up ... 562,500  
Reserve Fund ... 435,000

BANKERS:  
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.  
Hongkong, 14th July, 1913.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000  
Reserve Funds—  
Sterling ... \$1,500,000 at 2/- = \$15,000,000  
Silver ... \$17,500,000

Reserve Liability of Proprietors \$32,500,000  
\$15,000,000

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W. L. PATTERSON, Esq.—Deputy Chairman.

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ACTING MANAGER: Shanghai—J. D. SMART.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

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On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.  
Hongkong, 14th May, 1914.

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000  
Reserve Fund ... £1,800,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. DICKSON, Manager.  
Hongkong, 8th June, 1914.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

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Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,800,000 equal \$1,480,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913.

## NEDERLANDSCH-INDISCH HANDELSBANK.

(Netherlands India Commercial Bank.) ESTABLISHED 1853.

Authorized Capital Fl. 80,000,000 (£1,600,000). Paid-up Capital ... Fl. 17,407,000 (£1,450,588). Reserve Fund ... Fl. 6,818,000 (£348,164).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS STRAUCHSON BANK, SWISS BANKYERSEN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account, and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Voeux Road Central, Hongkong, 3rd October, 1913.

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000. Capital Paid-up ... "7,468,250. Reserve Funds ... "3,531,750.

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Batavia, Birmah, Bombay, Calcutta, Canton, Cebu, Dalien, Foochow, Hongkong, Kagi, Kowloon, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road.







## DIET IN DYSENTERY.

Dysentery seems indigenous in many parts of the country during the summer. Wise, therefore, is he who safeguards himself against the disease and seeks medical aid at the first suspicion of its onset.

The best preventive is to invigorate the system to withstand an attack. For this purpose nothing compares with Sanatogen, of which the Rt. Rev. the Bishop of Iruia writes: "Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it—perhaps because I cannot stick to a milk diet. Sanatogen has cured me even without milk."

Sanatogen rebuilds the strength and revitalises the bodily forces which are brought to a low level by the incessant diarrhoea and loss of blood. It owes its remarkable properties to its unique composition, which has won for it the highest endorsements from over twenty thousand doctors. By the advice of many practitioners, large numbers of Europeans in China are using Sanatogen daily as a preventive against dysentery and to keep themselves at the highest pitch of nervous and physical well-being.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

[111-S. 603a]

## SHIPPING IN PORT

## STEAMERS.

ALBANY, American str., 1,114, E. Trisabel, 31st May—Manila 29th May, Ballast—Marty & Co.

BANRI MARU, Japanese str., 2,389, T. Soga, 6th June—Java 29th May, General—Order.

BORNEO, German str., 1,344, Joh. Koehler, 4th June—Sandakan 29th May, Timber—Melchers & Co.

DAITEN MARU, Japanese str., 2,924, W. Nakagawa, 5th June—Chefoo 30th May, Coal—Order.

DAIREN MARU, Japanese str., 2,969, Nasse, 4th June—Mojito 29th May, Coal—Suzuki & Co.

DUNERA, British str., 3,403, E. S. M. Dickinson, 6th June—Kobe 29th May, General—Davidson & Co.

EMPEROR OF ASIA, British str., 3,883, E. Robinson, 2nd June—Vancouver 14th May, General—Canadian Pacific Railway Co.

FOOSHING, British str., 1,434, McAlinah, 8th June—Hongay 4th June, Coal—Jardine, Matheson & Co.

ERIKEN, Norwegian str., 1,012, Angelsen, 8th June—Haiphong 6th June, Cement Stone—Shewan, Tomes & Co.

GERMANIA, German str., 5,341, C. Jensen, 4th June—Sydney 18th April, Copra—Siemssen & Co.

HOKKAI MARU, Japanese str., 2,933, Katori, 27th May—Mifko 21st May, Coal—Mitsui Bussan Kaisha.

HONGKONG, French str., 739, A. Marguerite, 6th June—Hohow 5th June, General—A. R. Marty.

HSINGHANG, Chinese str., 1,255, D. D. Ross, 2nd June—Tientsin 27th May, General—Chinese.

KAIKONG, British str., 987, H. Mathias, 8th June—Hohow 7th June, General—Butterfield & Swire.

LANDART SONNEN, German str., 1,612, A. Struve, 7th June—Saigon 3rd June, Rice—Siemssen & Co.

LOKANG, British str., 979, D. W. Ritchie, 7th June—Swatow 6th June, General—Jardine, Matheson & Co.

MICHAEL JESSEN, German str., 951, J. Jacobsen, 7th June—Swatow 6th June, General—Chinese.

MUREX, British str., 2,953, Smart, 30th May—Bulak 21st May, Bulk Oil—Asiatic Petroleum Co.

NILE, British str., 3,135, Geo. S. Lapraik, 7th June—San Francisco and Manila 5th June, General—Pacific Mail S.S. Co.

PETROBRAS, German str., 1,373, C. Gosewisch, 7th June—Swatow 6th June, Rice—Butterfield & Swire.

RANELLA, British str., 3,496, G. A. Thomas, 5th June—Singapore 27th May, Bulk Oil—Asiatic Petroleum Co.

SEANG BEE, British str., 3,784, J. Travis, 9th June—Singapore 30th May, General—Chinese.

SEATTLE MARU, Japanese str., 3,839, S. Saitou, 3rd June—Manila 1st June, General—Osaka Shosen Kaisha.

SETUN, Norwegian str., 895, D. Harbender, 20th May—Bangkok 22nd May, Rice—Chinese.

SHINBU MARU, Japanese str., 3,229, Izumi, 31st May—Kwang Yen 26th May, Stone—Suzuki & Co.

SOSHU MARU, Japanese str., 1,119, K. Hatori, 6th June—Swatow 6th June, General—Osaka Shosen Kaisha.

TAIYO MARU, Japanese str., 10,250, T. Fumoto, 2nd June—Weihaiwei 27th May, General—Mitsui Bussan Kaisha.

TAMON MARU, Japanese str., 1,542, J. Kasai, 6th June—Saigon 31st May, Rice—Chinese.

TITAN, British str., 4,780, Read, 7th June—Manila 3rd June, General—Butterfield & Swire.

TRINODAS, Dutch str., 3,016, E. H. Kross, 27th May—Samarang 18th May, Sugar—Java-China-Japan Lijn.

TYNARAP, Dutch str., 3,859, F. E. C. V. Schermbach, 7th June—Macassar 29th May, Sugar—Java-China-Japan Lijn.

TRIMANOK, Dutch str., 3,901, La Rooy, 29th May—Batavia 29th May, General—Java-China-Japan Lijn.

ULV, Norwegian str., 885, J. Pedersen, 6th June—Bangkok 28th May, Rice—Chinese.

YOKOHAMA MARU, Japanese str., 4,010, M. Machida, 7th June—Shanghai 4th June and General—Nippon Yusen Kaisha.

## SHIPPING REPORTS.

The British str. *Oswang* reports: Fine weather throughout.

The Japanese str. *Tinyo* reports: Last 48 hours fine weather and smooth sea.

The British str. *Beang* reports: Moderate to fresh S.W. wind, heavy S.W. swell and fine weather.

## SCIENTIFIC MISCELLANY.

## IMPLANTED HAIR.

The hair-grafting process of Dr. Szekely, of the Budapest hospital, is reported in Germany by Dr. A. Hatos to be achieving considerable success. A fine gold wire—about 1-500 inch in diameter—is formed into a tiny hook over a fine hair from a woman's head, and this hook is inserted under the skin with a hollow surgical needle, properly sterilized. The wound heals, after some inflammation but slight pain, with the hook under the skin and the two ends of the hair projecting. About 625 punctures to the square inch are made, and about 500 hairs per hour can be planted. To cover a completely bald head about 50,000 hairs are required. They are dead hairs, which do not grow, but with occasional oiling are kept in good condition, and one person is said to have still an excellent head of hair that was implanted seven years ago.

## A WIRELESS RECORDER.

The receiver of the Poulsen telegraph is used by a French inventor for recording wireless telegraph messages. For the usual telephone of the wireless receiver is substituted a sound amplifier, and a microphonic current carries the reinforced sounds to the bobbin of fine wire enclosing a soft-iron point. This "pen" rests on a rotating steel plate or travelling steel band, on which it makes an invisible tracing of its own variations of magnetization. When the pen is again passed over the magnetic writing, the original sounds are reproduced in a connected telephone.

## SALT IN TROPICAL SANITATION.

Seeking a cheap and non-poisonous substitute for kerosene oil in tropical sanitation, Dr. J. W. Scott Macfie, of the West African Medical Staff, has experimented with common salt as a means of suppressing malaria and yellow fever. In solutions of sufficient strength, it has proved remarkably effective in destroying larvae of the yellow fever mosquito (*Stegomyia fasciata*).

## THE MOST POWERFUL MAGNET.

The new electro-magnet of the Paris Museum, designed by Prof. Weiss of the Zurich Polytechnic School for the magneto-optical investigations of Prof. Jean Becquerel, stands about five and a third feet high and weighs about a ton and three-fourths. The two movable pole-pieces have slightly truncated conical inner ends, which must be brought very near together—within a few hundredths of an inch of each other—to give the greatest possible magnetic effects. To give magnetization by the most intense electrical currents possible without excessive heating, the usual conducting wires for the winding have been discarded, and in their place are used coils of 1,000 turns of copper tube, divided into ten sections, making it practicable to pass continuously a rapid cooling stream of water from a supply pipe at the centre to a discharge at the circumference. The strength of the magnet is further increased by the use for the cores of a new compound of iron and cobalt, which A. Prens has found to have a saturation point of magnetization ten per cent. greater than that of iron. New methods of refrigeration for the electric conductors are expected to add enormously to the magnetic power, but cooling by the evaporation of liquefied helium has proved disappointing. In the intense magnetic field concentrated into a small fraction of an inch will be studied the action of light, the motions of electrons, and other phenomena.

## A FACTORY MUSEUM.

A museum of safety and hygiene for its employees is the provision at Berlin of the largest electrical manufacturing company in Germany. The exhibits are given several rooms, and include a large number of special books and periodicals, with objects illustrating the prevention of accidents from machinery, the giving of first aid to the injured, ventilation, physical culture, food and nutrition, and the dangers of alcoholism.

## THE COLDEST COLD.

It is noted by Prof. H. Kamerlingh Onnes of Leyden, Nobel prize winner in 1913, that the evaporation of liquefied gases has now yielded a temperature only one degree above absolute zero, which is 273.15 deg. below zero cent. This cold is greater than that of space, which is calculated to be about four degrees above absolute zero.

## AN ELECTRO-CULTURAL ERROR.

Among the accepted proofs of the stimulating effects of atmospheric electricity on vegetation has been the retarded growth of plants covered by a cage of metallic wire, but P. Le Sage has now shown that this effect is not due, as has been explained, to the exclusion of outside electricity by the wire. In his experiments, plants grown three months under a wire cage and under a similar silk cage were all retarded to the same degree, as compared with plants in the open air. He has accordingly sought some other explanation than atmospheric electricity, and has been successful in finding it. Both cages obstruct evaporation; the rate being lessened in calm air about ten per cent. and in moving air about thirty per cent.

## THE METEORICAL BAROMETER.

The barometer of the future is to be a more scientific instrument than that now used. It will not give indications of "high" and "low" pressure, registering the height of the mercury column in inches

## "REGENT" VIRGINIA CIGARETTES.



IN NEAT FLAT POCKET TINS—15 CENTS A TIN.  
SAVE THE EMPTY TINS, FOR THEY CAN BE EXCHANGED FOR PICTURES.

NOW SOLD BY—  
LANE, CRAWFORD & CO. KELLY & WALSH, LTD.  
KRUSE & CO. A. S. WATSON & CO., LTD.  
VICTORIA DISPENSARY.

Hongkong, 3rd June, 1914.

JOHN & E. STURGE, Ltd.  
Birmingham (England).

**PRECIPITATED CHALK**  
(Calc. Carb. Precip.)

All Grades, from lightest to very dense, to suit all needs.

CITRIC ACID, BICARBONATE OF POTASH, ROCHELLE SALTS, and PULV. SEIDLITZ.

and hundredths, but its low will be the absolute zero of pressure and its normal high the pressure of the atmosphere at the sea-level average. The space on the scale between these extremes will be divided into thousands of the unit of pressure to be the "kilobar." Using this new system on a chart of the extraordinary low pressure of March 1st, 1914, the lowest ever recorded in New England, Prof. A. G. MacAdie, of the Bluehill Observatory, finds the minimum reached at 640 kilobars, thus showing at a glance that the atmosphere lacked six per cent. of its normal average. For the present "high" barometer would be substituted pressures of more than 1,000 units.

## ACID IN MINES.

The destructive effects of water on electric insulation and metallic tools and machinery in mines are greatly increased by the acid usually present. H. H. Clark and L. C. Haley, of the U.S. Bureau of Mines, report that in sixteen mine waters the free sulphuric acid averaged 23.68 grains per gallon, and various forms of insulation exposed to these waters depreciated rapidly. Rubber was less affected in its insulating properties than any other material.



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(CHAPOTEAUT)

For functional troubles, delay, pain and those irregularities peculiar to the sex.

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THE NEW FRENCH REMEDY.  
**THERAPION No. 1**  
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THERAPION No. 3

FOR FUNCTIONAL TROUBLES, DELAY, PAIN AND THOSE IRREGULARITIES PECULIAR TO THE SEX.

Prescribed by the highest French Medical authorities and superior to T. M. steel Drops and Penny Royal.

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## PASSENGERS.

ARRIVED.

Per *Agapenor*, from Foochow, Capt. Harris.

Per *Zafro*, from Manila, Mr. Delgado and 2 children.

Per *Nyaura*, for Hongkong, from Kobe, etc., Dr. and Mrs. S. Bernard; from Shanghai, Miss Chant.

Per *Tengo Maru*, for Hongkong, from San Francisco, etc., Mr. and Mrs. J. Brown, Block and 3 children, Mr. W. E. Brown, Mr. C. Benito, Miss R. Benito, Miss P. Benito, Mr. W. H. Boynton, Mr. and Mrs. J. Bixby, Miss B. Bixby, Dr. and Mrs. R. W. Carter, Mr. G. Choum, Mr. B. W. Cadwallader, Mr. J. Gibson, Mr. K. Gurfinkel, Mr. and Mrs. J. Hodgkin, Comdr. H. H. Hough, Rev. and Mrs. C. B. Hill and son, Mr. L. H. Humes, Miss H. Humes, Mr. W. T. Hetfield, Mr. E. C. Jewett, Miss C. Kingore, Miss G. H. Lustig, Mr. D. Ledesmer, Mr. F. H. Love, Lieut. F. M. Le Bounty, Mr. F. Moran, Miss C. Mapa, Miss T. Montilla, Miss C. Majima, Mr. S. Nakayama, Mr. F. Oppen, Miss E. Oppen, Mr. D. L. Post, Mr. W. Rose, Mr. and Mrs. E. A. Scott, Miss A. Summers, Mr. M. Voigt, Mr. and Mrs. W. D. Westervelt, Master Andrew Westervelt, Miss M. Westervelt, Mr. and Mrs. H. E. Westervelt, Mr. L. Wiedmar and Miss Helen Westervelt.

## PASSED THE CANAL.

May 8th—*Nera*, Peleus, Valentin, Patria.

May 12th—*St. Patrick*, St. Kilda.

May 15th—*Helenus*, Preussen.

May 19th—*Narvora*, Derfflinger, Sissia, Annam.

May 22nd—*Ohiki*, Hyson, Iyo Maru, Kazemba, Pekang.

May 26th—*Bloemfontein*, Menelaus, Polyphemus, Silesia, Meronethaire.

May 29th—*Ajaz*, Himalaya, Syria, Yeddo, Atreus.

June 2nd—*Benary*, Benvorlich, Karema, Nubia, Yunpan.

June 5th—*Bayera*, Buelow, C. Ferd. Loevis, Hirano Maru, Kleist, Mishima Maru, Stentor, Atlantique, Glenfarg, Talithybus, Indraghiri, O. J. D. Ahlers.

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Mr. W. Budge, Capt. & Mrs. Macomson  
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Mr. A. E. Cooke, Mrs. F. A. Miller  
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Dr. A. H. Deane, Mr. A. F. Noble  
Mr. W. A. Donaldson, Mr. W. O. O'Connell  
Miss M. Duffy, Capt. & Mrs. W. O. O'Connell  
Mr. E. W. Ever, Passmore  
Mr. E. C. Foy, Dr. W. T. Paddisph  
Capt. & Mrs. W. L. Gardiner, Dr. Sibree  
Mr. S. Giesel, Mr. C. H. Soper  
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Mr. S. Giesel, Mr. G. A. Tonker  
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Mr. S. Giesel, Mr. H. J. Westphal  
Mr. S. Giesel, Mr. L. M. Wyle  
Mr. S. Giesel, Mr. & Mrs. Chas. H. Williams  
Mr. S. Giesel, Mr. J. Wilson  
Mr. S. Giesel, Mr. Li Chong Yem

## PEARL HOTEL.

Mr. T. Arnold, Miss Humphreys  
Lieut. Archer, R.A.M.C., Lt.-Col. E. W. Lee, R.S.A.  
Mr. & Mrs. W. Armstrong, Cent. & Mrs. Evans  
Mr. F. H. Baker, Mr. Leo Jones  
Mr. & Mrs. W. H. Balland children, Mr. & Mrs. A. Kohler  
Mr. Board, Mr. & Mrs. Kosh  
Major & Mrs. Bowen, Dr. McKean  
Mrs. Bowler, Maj. & Mrs. McManis  
Mr. & Mrs. A. Bryson, children  
Mr. & Mrs. Carmichael, Mr. & Mrs. E. N. Mitchellson and child  
Mr. M. Cary, Capt. Montith, R.A.M.C.  
Mr. Caselli, Mr. Nixon  
Mr. Conland, Mrs. Paget & children  
Major Dary, Mr. J. L. Plummer  
Major Dorgan, Major & Mrs. Pyne  
Mr. W. J. Dove, and children  
Mr. Evans, Lt.-Col. Radcliffe, R.S.A.  
Major Fairbairn, Rev. Reynolds  
Mr. Fairbairn, Eng. Comdr. Rooms  
Mr. F. F. Fisher, Mr. Boney  
Mr. F. W. Gibbons, Mr. A. Sinclair  
Mr. & Mrs. A. Gibson, Mr. C. Short  
Mr. E. A. Hale, Lt.-Col. & Mrs. Usher  
Lt.-Col. Gordon Hall, Smith  
R.A.M.C., Mr. & Mrs. G. E. Stewart and children  
Mr. Hardman, Mr. A. E. Stokes  
Mr. F. A. Haselard, Capt. & Mrs. Waters  
Mr. & Mrs. W. G. Humphreys, and child  
Major & Mrs. Humphreys, Mr. C. Williams  
Mr. E. Williams

## GRAND HOTEL.

Mr. Allen, Mr. Owen  
Mr. Barberg, Mr. Roller  
Mr. Beck, Mr. Scott  
Mr. Brown, Mr. Stoll  
Mr. & Mrs. Crow, Mr. Wilson  
Mr. & Mrs. Fleming, Mr. Weisman  
Mr. & Mrs. Foster, Mr. Westerman  
Mr. Holstetter, Mr. Wets  
Dr. Key, Capt. Wetherall  
Mr. Kohn, Dr. Wiles  
Mr. Knapton, Dr. & Mrs. Wilken  
Mr. Locking, Mr. Wilt  
Mr. & Mrs. Laughan, Mr. Wilt

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With Index. Price \$7.50.  
On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 5th March, 1914.

## WEATHER REPORT.

On the 9th at noon.—A deep depression is central between Vladivostok and Hokkaido. A depression still lies over Tungking. Pressure has increased slightly along the east coast of China. Changes in the South are small.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.59 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT. FORECAST.

Hongkong & Neighbourhood: South variable winds, moderate, to light, squally; overcast.

Formosa Channel: S.W. or variable winds, strong to moderate.

South coast of China between Formosa and Hongkong: The same as Hongkong and Formosa. No. 1.

South coast of China between South Formosa and Hainan: moderate.

## CHINA COAST METEOROLOGICAL REGISTER.

9th JUNE, 1914, a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.m.	29.43	53	—	SSW	2	o
Nemuro	6 a.m.	29.53	—	—	SSW	1	o
Hokkaido	—	29.34	—	—	SSW	2	b
Tokio	—	29.41	—	—	SW	3	—
Koshi	—	29.58	—	—	SW	1	o
Nagasaki	—	29.68	—	—	SW	0	—
Kagoshima	—	29.68	—	—	NNW	2	—
Osaka	—	29.70	—	—	W	1	o
Naha	—	29.73	—	—	SSW	1	—
Ishijima	—	29.73	—	—	SW	1	—
Bonin Is.	—	29.97	—	—	W	1	—
Chefoo	—	—	—	—	—	—	—
Weihaiwei	—	29.65	65	78	WNW	2	to
Hankow	—	—	—	—	—	—	—
Johang	—	—	—	—	—	—	—
Kinkiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	29.70	70	—	NE	2	om
Gutaleff	—	29.42	67	—	NE	1	f
Sharp Peak	7 a.m.	29.71	80	—	SSW	1	o
Amoy	5 a.m.	29.78	84	67	SW	1	o
Swatow	—	29.81	78	100	SW	2	o
Taihou	5 a.m.	29.84	—	—	SW	2	—
Taihou	—	29.84	—	—	SW	2	—
Tainan	—	29.84	—	—	SW	4	—
Koshun	—	29.84	—	—	W	4	—
Pescadore	—	29.71	—	—	SW	6	—
Canton	6 a.m.	29.74	80	91	SSW	1	o
Hongkong	—	29.77	83	80	SSW	5	o
Gap Rock	—	29.75	—	—	SSW	4	o
Macao	—	29.74	81	—	SW	8	o
Whow	9 a.m.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Phuon	—	29.69	81	—	SW	7	b
Phuon	—	29.78	83	—	SW	2	b
Cap St. James	—	29.83	77	—	SW	1	b
Apai	—	29.87	79	—	SW	1	b
Manila	—	29.89	75	—	SW	0	b
Lepaspi	—	29.88	81	—	SW	1	b
Hollo	9 a.m.	—	—	—	—	—	—
Bohol	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	29.82	86	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETRIC reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURES, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF SKY, in blue sky, a detached cloud, a distant rain, fog, a gloom, a light rain, a overcast, a passing shower, a squall, a snow, a shower, a visibility, a dew (wet) or dry.

7 RAIN, in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 9th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.79	29.77	29.79



## VESSELS ON THE BERTH

AMERICAN AND ORIENTAL LINE.  
(ANDREW WEIR & CO'S STEAMERS)

**THE Steamship**  
"MINERIE,"  
Captain J. C. Hall, will be despatched from Hongkong on the 16th June, for  
BOSTON AND NEW YORK.  
For freight and further particulars apply to  
THE BANK LINE, LTD.,  
Agents.  
Hongkong, 27th May, 1914. [748]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEEN,  
EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.THROUGH BILLS OF LADING ISSUED FOR  
HAWAII, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.

**THE Steamship**  
"DELTA,"  
Captain W. R. Hickey, carrying His  
Majesty's Mails, will be despatched from  
this port for BOMBAY, on SATURDAY,  
the 20th June, 1914, at Noon, taking  
Passengers and Cargo for the above Port, in  
connection with the Co.'s s.s. "MARMORA,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuables and Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London. Other Cargo for  
London, etc., will be conveyed by Bombay  
and transhipped to the s.s. "MARMORA," due in  
London on the 1st August, 1914.  
Passengers will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 8th June, 1914. [749]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK  
S.S. "MONTROSE" On or about 26th June.  
For Freight and further information, apply to—  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 6th June, 1914. [750]

## ON SALE.

# DIRECTORY AND CHRONICLE

CHINA, JAPAN, COREA, INDO-CHINA,  
STRAITS SETTLEMENTS, MALAY  
STATES, SIAM, NETHERLANDS  
INDIA, BORNEO, THE PHILIP-  
PINES, Etc.

FOR THE YEAR  
1914.

To be Obtained at the Office of  
THE HONGKONG DAILY PRESS  
or  
Messrs. KELLY & WALSH, LTD.  
Hongkong, 16th February, 1914.

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NEWS OF THE FAR EAST  
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the World.

## VESSELS ADVERTISED AS LOADING

To ascertain the shipping of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FURTHER ADVICE TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	NOVARA	Brit. str.	—	H. B. Hetherington, R.N.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON & ANTWERP	DUNBROGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.	P. & O. S. N. Co.	On 16th inst.
LONDON via USUAL PORTS OF CALL	DUNBROGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.	P. & O. S. N. Co.	On 20th inst., at Noon.
MARSEILLES via SAIGON, S. PORT, COLOMBO, PORT SAID	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About End of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 4th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 20th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 19th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 24th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 5th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-day.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 2nd July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 15th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 7th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 26th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at 1 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 19th inst., at 1 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 2nd July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 12th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 30th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 14th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 21st inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 11th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 12th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 15th inst., at M'night.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 17th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	About 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 1st July, at 8 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-day, at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 20th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 8th July, a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-morrow
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 23rd inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIAN	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 12th inst., at 9 A.M.

## SHIPPING

## ARRIVALS.

AGAPRON, British str., 7588, R. A. Tiltson, 8th June—Fochow 7th June, General—Butterfield & Swire.  
ESANG, British str., 1129, W. P. Baker, 9th June—Manila 6th June, General—Jardine, Matheson & Co.  
HAIMON, British str., 641, J. W. Evans, 9th June—Swatow 8th June, General—Douglas Laiprak & Co.  
HOIHOW, British str., 390, J. A. McCulloch, 8th June—Cebu 4th June, Ballast—Butterfield & Swire.  
KIMAKURA MARU, Japanese str., 3798, S. Nishimura, 8th June—Kobe 1st June, General—Nippon Yusen Kaisha.  
NOVARA, British str., 4249, Hetherington, 8th June—Yokohama 28th May, General—P. & O. S. N. Co.  
ONSANO, British str., 1474, Picknell, 8th June—Singapore 2nd June, General—Jardine, Matheson & Co.  
PREUSSSEN, German str., 4300, H. Lubcke, 9th June—Hamburg 22nd May, General—Hamburg-Amerika Linie.  
ROYAL PRINCE, British str., 2339, Corvill, 8th June—New York, General—Order.  
SOPHIE RICKMERS, German str., 2330, Turroff, 8th June—Shanghai 4th June, General—Order.  
SOBU MARU, Japanese str., 9th June—Canton.  
TENYO MARU, Japanese str., 13,454, Ernest Dent, 8th June—San Francisco 9th May, General—Toyo Kisen Kaisha.  
WILHELM, British str., 2,905, Tensill, 8th June—Chingwantao 1st June, Coal—Order.  
ZAFIRO, American str., 1,408, McMurray, 9th June—Manila 6th June, General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
June 9th.  
AGAPRON, British str., for London.  
ANNA, Norwegian str., for Manila.  
EMPEROR OF ASIA, Br. str., for Vancouver.  
KATIE, German str., for Haiphong.  
NOVARA, British str., for London.  
PREUSSSEN, German str., for Yokohama.  
PROMETHEUS, No. str., for Bangkok.

## DEPARTURES.

June 9th.  
ARRATON APCAR, British str., for Y'hama.  
HAITAN, British str., for Swatow.  
HANOI, French str., for Haiphong.  
HEINCHANG, Chinese str., for Shanghai.  
INDRANI, British str., for New York.  
LAERTES, British str., for Saigon.  
LUZON MARU, Japanese str., for Dairen.  
SHOENING, British str., for Shanghai.  
SOPHIE RICKMERS, German str., for Hamburg.  
TEAN, British str., for Manila.  
WOBANG, British str., for Shanghai.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P.M. str. *Mongolia* left Yokohama on the 1st June, at noon, for Hongkong, via Japan ports and Manila. The United States mail has been transferred to the N.Y.K. str. *Nippon Maru* scheduled to arrive here on the 11th June.  
THE AUSTRALIAN MAIL.  
The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 20th May, and may be expected to arrive here on or about the 13th June.

THE GERMAN MAIL.  
The I.G.M. str. *Derfflinger*, carrying the German mails, with dates from Berlin of the 13th May, left Singapore on the 5th June, at 7 p.m., and may be expected here on or about the 10th June, at daylight.

MERCHANT STEAMERS.  
The I.G.M. str. *Coblenz* left Kuchinotsu on the 6th June, and may be expected here on or about the 11th June, at daylight.

The I.G.M. str. *Prinz Ludwig* left Shanghai on the 6th June, at 6 p.m., and may be expected here on or about the 10th June, at 4 p.m.

The N.D.L. freight str. *Durendant* left Singapore on the 8th June, at 7 a.m., and may be expected here on or about the 14th June, at 11 a.m.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 16th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th May, and is expected here on the 16th June.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 18th May, and is expected here on the 16th June.

The N.Y.K. str. *Hirono Maru* (European Line) left London for this port via ports on the 22nd May, and is expected here on the 30th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Hopang*, from Calcutta, is due in Hongkong 11th June.  
SHIRE LINE, LIMITED.  
*Radnorshire*, from Portland, is due in Hongkong 23rd June.  
*Monmouthshire*, from London, is due in Hongkong 25th June.

# CANADIAN PACIFIC

## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER										FROM VANCOUVER									
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool		Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong			
EMPEROR OF ASIA	Wed. 10 June	13 June	14 June	15 June	18 June	27 June	2 July	9 July		EMPEROR OF ASIA	20 May	5 June	8 June	10 June	13 June	16 June			
EMPEROR OF JAPAN	Thurs. 25 June	28 June	30 June	2 July	4 July	16 July	23 July	30 July		EMPEROR OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June			
MONTAGLE	Wed. 4 July	6 July	8 July	11 July	25 July	30 July	6 Aug.			EMPEROR OF RUSSIA	11 June	22 June	23 June	25 June	29 June	1 July			
EMPEROR OF RUSSIA	Wed. 1 July	11 July	12 July	14 July	16 July	25 July	30 July	6 Aug.		EMPEROR OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July			
EMPEROR OF INDIA	Wed. 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.		EMPEROR OF ASIA	9 July	20 July	21 July	23 July	27 July	29 July			

PASSAGE RATES—HONGKONG TO LONDON.									
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	
EMPEROR OF RUSSIA	£71.10	£71.10							
EMPEROR OF ASIA	£65	£65							







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NOYARA ..... Capt. H. R. Hetherington, R.N.	10 A.M. 10th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGAYA and YOKOHAMA.	Capt. W. H. Swony, R.N.	About 17th June	Freight and Passage.
SHANGHAI	HIMALAYA ..... Capt. H. G. Evans, R.N.	About 18th June	Freight and Passage.
LONDON VIA USUAL PORTS DELTA OF OIL.	DELTA ..... Capt. W. R. Le Mar, R.N.	Now, 30th June	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1914.

## CHINA NAVIGATION CO., LTD.

### SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"KAIFONG" .....	On 10th June, Noon.
SHANGHAI	"ANHUI" .....	On 11th June, 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW" .....	On 13th June, Midnight.
MANILA, CEBU and ILOILO	"CHINHUA" .....	On 16th June, 4 P.M.
SHANGHAI	"LIANGCHOW" .....	On 16th June, 4 P.M.
PARROT and HAIPHONG	"SUNGKIANG" .....	On 17th June, 10 A.M.
WEIHAIWEI and TIENTSIN	"HUICHOW" .....	On 17th June, Noon.
SHANGHAI	"LUCHOW" .....	On 18th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI," "KANCHOW," "LIANGCHOW," and "SUNGKIANG," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.E.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 10th June, 1914. TELEPHONE 36. AGENTS. [6]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA VIA MANILA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS .....	13th June.	On 18th June, 10 A.M.
EASTERN .....	4th July.	On 10th July, 10 A.M.
EMPIRE .....	1st August.	On 1st Aug. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITANG" .....	Capt. A. E. Hodgins	FRIDAY, 12th June, at 11 A.M.
"HAICHING" .....	Capt. W. O. Passmore	TUESDAY, 16th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN" .....	Capt. J. Evans	WEDNESDAY, 10th June, at 11 A.M.
		SUNDAY, 14th June, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—  
HONGKONG, 9th June, 1914. DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS. [4]

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA STRATE, COLOMBO, ADEN, SUME AND PORT SAID.  
S.S. "AFRICA" 5,840 tons, will leave as above on 15th June, at 3 P.M.  
Superior accommodation for 1st, 2nd and 3rd Class passengers; no surtax, no tips, no inside Cabin, Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £11 10s 6d, £19 3s 6d, £21 3s 6d.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) FROM AND TO  
SINGAPORE, PENANG, COLOMBO, BOMBAY, K. RAOH, ADEN, SUME AND PORT SAID.  
S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 7th July.  
There Steamers of large tonnage are fitted with comfortable one class accommodation for pascen Passengers. No surtax. Doctor, Stewardesses, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES: Trieste-London.  
BY SIMPLON EXPRESS.  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £31, II £21.6.  
BY ST. GOTTHARD EXPRESS.  
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Lucerne, Calais or Boulogne, Class I £31, II £21.6.  
BY SEHRING EXPRESS.  
Via Venice, Cologne, Bremen, Ostend, Dover, Class I £21.11, II £19.9.  
BY TAVERN EXPRESS.  
Via Munich, Cologne, Hook or Flushing, Class I £27.19, II £25.1.6.

TO SHANGHAI  
S.S. "KOERBER" 9,900 tons, will leave as above on 1st July, at 8 A.M.  
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class.  
TO KOBE VIA SHANGHAI, YOKOHAMA  
S.S. "SILESIA" 13,950 tons, (for Cargo only) will leave as above about 2nd July.  
HONGKONG, 3rd June, 1914. SANDER, WIELER & Co., AGENTS,  
Princes' Building. [13]

# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots...TUES.,	16th June.
* NIPPON MARU	11,000—18 knots...TUESDAY,	23rd June.
SHINYO MARU	22,000—21 knots...TUES.,	14th July.
CHIYO MARU	22,000—21 knots...TUES.,	4th Aug.

\* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ....	" " " £96.10.
" " " SAN FRANCISCO	£45. ....	" " " £68.

### SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines

and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

### SOUTH AMERICA LINE.

#### VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

#### TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

## BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

### REGULAR SERVICE BETWEEN

#### CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

#### EASTWARD

S.S. "TAKADA" 6,800 tons, Captain—, will be despatched for KOBE and MOJI on 20th June.

S.S. "TORILLA" 5,205 tons, Captain C. J. Swanson, R.N., will be despatched for SHANGHAI, KOBE and MOJI on 6th July.

#### WESTWARD

S.S. "DUNERA" 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 11th June.

S.S. "JAPAN" 6,013 tons, Captain U. P. Soden, will be despatched as above on 17th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 10th June, 1914.

## JAVA-CHINA JAPAN LIJN

### REGULAR FORTNIGHTLY SERVICE BETWEEN

#### JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	First half of June.	JAVA	First half of June.
TJILANJAP	JAVA	First half of June.	JAPAN	First half of June.
TJIBODAS	—	—	JAVA	Second half of June.
TJIMAH	JAPAN	Second half of June.	JAVA	Second half of June.
TJIMANOEK	SHANGHAI	Second half of June.	JAVA	Second half of June.
TJILIWONG	JAVA	First half of July.	JAPAN	First half of July.
TJITABOEN	JAVA	First half of July.	SHANGHAI	First half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 6th May, 1914.

## THOS. COOK & SON.

### TOURIST, STEAMSHIP AND FORWARDING AGENTS.

#### BANKERS, &c.

Head Office for the Far East.—15, DES VOUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WARD STREET.

MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1914.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" .....	18,300	{Thursday, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" .....	17,000	{About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" .....	6,750	{Saturday, 13th June, at 1 A.M.
KOBE	"PRINZ SIGISMUND" .....	6,000	{About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" .....	5,000	{Friday, 12th June, at 9 A.M.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphic New System of Telefunken.

## RATES INCLUSIVE OF SUB-TAX. FREIGHT LINE.

### NEXT SAILINGS FROM HONGKONG.

#### OUTWARD.

Steamship about

#### HOMeward.

For HAVRE, EMDEN and HAMBURG/BREMEN  
S.S. "BORKUM" .....

about End of June.

For MARSEILLES, ROTTERDAM AND  
BREMER/HAMBURG:  
S.S. "ALTAR" .....

Beginning of July.

For HAVRE, EMDEN and HAMBURG/BREMEN  
S.S. "DURENDART" .....

Middle of July.

For Further Particulars, Please apply to—

## NORDDEUTSCHER LLOYD. MELCHERS & CO.

Hongkong, 20th April, 1914.

GENERAL AGENTS.

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## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Slips ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

### JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.

## BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

[50-3]

## "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	10.00	MISSIONARY DIRECTORY, on paper	
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth	00.60
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Balcombe	8.60	DOG AND GUN in New Territory	1.00
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HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1883	
MOUNTINGS OF NAVAL GUNS and their Subsequent Use, with the Ladyship Relief Column	1.00	CALLED OUT, or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Balcombe	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.35	" VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.15	" KOWLOON	0.75
		" PEAK	0.75
		" NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914	0.50 & 0.25



